

# NORTHLANDER

NORTH COUNTRY REGION

Volume 34 Number 11

PORSCHE CLUB OF AMERICA

November 2011



## IN THIS ISSUE:

Fall Rally

DE Season's End At NHMS

Rennsport Reunion IV



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# NORTHLANDER

NORTH COUNTRY REGION  
Volume 34 Number 11

PORSCHE CLUB OF AMERICA  
November 2011

## Editors

Tracey Levasseur  
207 247 3385  
NCRNorthlander@ncr-pca.org

David Churcher  
603 799 4688  
NCRNorthlander@ncr-pca.org

## Advertising

Biff Eaton-Gratton  
603 502 6023  
advertising@ncr-pca.org

## Web site

www.ncr-pca.org

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The regular article and Advertising closing date for the Northlander is the 1<sup>st</sup> of the month preceding the publication month. See page 50 for advertising rates.

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## On the cover



The 2011 "fall cover shoot day" was a hoot, again. So much so that this year we will share the story in *Northlander*. Hank and Ivy Cowles, Editors Tracey and David all conspired, worked, and had a blast.

Photograph by David Churcher.



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Secretary	Toni Surdam	(W) (617) 803 2540	secretary@ncr-pca.org
Treasurer	Lisa Roche	(H) (978) 534 0118	treasurer@ncr-pca.org
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Membership Chair	R & L Futterer	(H) (207) 698 1104	membership@ncr-pca.org
Newsletter Editors	Tracey Levasseur	(H) (207) 247 3385	ncrnorthlander@ncr-pca.org
	David Churcher	(H) (603) 799 4688	ncrnorthlander@ncr-pca.org
Webmaster	Dick Demaine	(H) (603) 560 4911	webmaster@ncr-pca.org

## COMMITTEES

Advertising Manager	Biff Eaton-Gratton	(C) (603) 502 6023	advertising@ncr-pca.org
AutoCross	Joe Kraetsch	(H) (978) 534 0118	autocross@ncr-pca.org
Car Control Clinic	Brian Arenstam	(H) (603) 520 6034	barenstam@metrocast.net
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Concours	John (JJ) Dunkle	(H) 603 842 0652	concours@ncr-pca.org
Drivers' Ed	Mark Watson	(H) (603) 488 5405	drivers-ed@ncr-pca.org
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Safety	Edgar Broadhead	(H) (603) 526 6578	safety@ncr-pca.org
Senior "Advisors"	Edgar & Nancy Broadhead	(H) (603) 526 6578	ednan@tds.net
Social	Richard Willey	(C) 603 978 3187	social@ncr-pca.org
Technical	TBA	(H)	tech@ncr-pca.org

## CALENDAR

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NOVEMBER 2011

AT A GLANCE

<b>Date</b>	<b>Event</b>	<b>Location</b>	<b>Time</b>	<b>Contact</b>	<b>Email</b>
Nov 5	Banquet	Cochecho CC, Dover, NH	6:30pm	Richard Wiley	willr47@yahoo.com

Please note: calendar information is correct at the time of Northlander going to press but for the latest information you should check our web site: [www.ncr-pca.org](http://www.ncr-pca.org)



## Jay Gratton

... I begged him to stay on one more year, I understand he is ready for a break ...

Just when you think the driving season is wrapping up, NCR has their busiest month of the year. Back at the beginning of October Jim and Deb Gratton teamed up with Edgar and Nancy Broadhead to put on a tremendous fall rally that took us around Lake Sunapee. Since Jaime typically rallies with her sister Jackie Davidson, Judy Hendrickson got to Grammie Gratton before I could and Matt Romanowski was tied up with a family wedding I was left partnerless.

Since Jaime and I won the spring rally probably about 5 years ago, I have been on a bit of a losing streak. I have also shuffled through a lot of different partners over the years with no luck of returning to victory circle. For the past few rallies I have brought with me friends who have never rallied before as it is always a kick to see someone's excitement experiencing their first gimmick rally. For the fall rally I brought my good friend Kim Woods from Merrimack whom I teach and coach with. She is a ball of energy and I knew this would be right up her alley. Kim and I have been planning this for over a year as I could never make the other rally dates work with her schedule. So when this year's fall rally worked for her it was like anticipating Christmas for us.

We were fortunate to have Jennifer Webb our PCA National Zone 1 Rep and her husband Scott down from Canada to take in the rally and to enjoy some of New Hampshire's finest back roads. The day called for heavy rain all day, but while the day was overcast we were lucky enough that it never rained a drop. The rally took us all around Lake Sunapee's hidden back roads that only true NH folks could find and while the clues were tricky Kim and I found all but one (I now loathe the Pillsbury Dough Boy). The rally concluded at a wonderful restaurant in New London where rally master Jim Gratton went over the answers to many cheers and jeers. Much to Kim's and

my surprise we placed an amazing 3<sup>rd</sup> and I am not saying that Kim and I beat Judy and Grammie Gratton and Jaime and Jackie, but I don't recall them getting a trophy (victory has never tasted so good). Much to their surprise, Steve and Ann Gratton won the rally after coming out of rally retirement, taking some 5+ years off. Needless to say, they aren't allowed to go back into retirement again.

You would think that our day of NCR fun was over, but oh how wrong you would be! This year instead of our Chief Instructor Steve Gratton giving out vests or shirts, he treated all of NCR's DE instructors to a showing of the documentary *Senna* playing at the Red River Theatre in Concord. Ayrton Senna was arguably the greatest driver in the history of Formula One; the film chronicles his brilliant racing career and his tragic 1994 crash that killed him. The man truly was an artist behind the wheel and I highly recommend getting the film on DVD as soon as you can. Special thanks go to Steve Gratton, Mark Watson and the entire DE committee for honoring NCR's dedicated instructors with such an enjoyable night. It was also wonderful to have Jennifer and Scott Webb join us after a long day of rallying.

October 11<sup>th</sup> & 12<sup>th</sup> saw NCR conclude our extremely successful DE season with our Spring is a Long Time Coming event. We had two fantastic and safe days and according to our numbers had our best attended event to date. I had the pleasure of working with three amazing students over the course of the event and it was a pleasure seeing them all grow tremendously. The event was bitter sweet for me as it saw the end of Steve Gratton's tenure as Chief Instructor. Steve has really done a tremendous job over the years as CI and as much I begged him to stay on one more year, I understand he is ready for a break.

continued on page 38...



## Tracey Levasseur

City living has always posed a health issue since the first humans settled together ...

Humankind has always seemed to have a fascination with predicting the future. From reading tea leaves and tarot cards to conferring with soothsayers and oracles, we've always wanted to know what's going to happen before it's happened. Even today there are websites and phone numbers where one can, for a price, learn what will be the next greatest technology or what fate holds in store for them.

Sometimes it's interesting to know whether such predictions actually come true or at least if their interpretations were accurate. I'm not talking about checking yesterday's weather forecast to see if they got it right, but rather finding out if some premonitions of what life might be like in the future turn out to actually happen. A recent Smithsonian e-newsletter article caught my eye on just this subject. The article published excerpts from an old Boston Globe piece in which the author made some predictions about how life in Boston would be by the year 2000. The predictions were made 100 years prior and some of them are quite amazing.

It was on December 24, 1900, the Boston Globe published "Boston at the End of the 20<sup>th</sup> Century" by Thomas F Anderson in which he, through interviewing local experts and some journalistic license, predicts what the city will be like by 2000. Since the year 2000 is already a distant memory for us in the here and now, we can take Anderson's article and see how close he came to envisioning the future. But one must keep in mind Anderson was writing in Victorian Boston. Everything from transportation to communication to sanitation was changing, at least for those living there during that time, at warp speed. So it goes that several of those topics are discussed at length.

In 1900 Boston, inner city transportation was comprised mostly of street trolleys and horse-drawn carts. A lot of horse-drawn carts. Most of the streets were just as narrow as they are today and clogged with pedestrians and ponies. And with those horses comes the inevitable "horse apples" dropping behind them. There were street sweepers but more often than not the horse apples were left where they fell. This, coupled with a rainy day, caused unhealthy conditions for everyone. There were other means to get around – the subways and railroads were in full swing – but most folks walked or used horses. The automobile was a new novelty in 1900; a noisy, smelly horseless carriage that only very wealthy could afford. However, Anderson saw it as something that might catch on and wrote that by 2000 everyone

would own their own automobile "or whatever it may be called in that day." And some of us own more than one!

City living has always posed a health issue since the first humans settled together in close quarters. Besides the aforementioned horse apples there was also human waste, factory waste, air pollution from smoke stacks and chimneys and the unseen gases that lit homes and street lights. As the Industrial Revolution progressed so the noises and odors increased tenfold. Here, Anderson paints a rosy picture of a future Boston cleaner and more beautiful because new energy methods will reduce smoke in the air and improvements in waste management will keep the streets clean. And along with that, better hospitals to isolate and help the sick will prevent outbreaks. It can be argued that air quality and sanitation have improved over the past 100 years and Boston certainly has some of the most specialized health care facilities in the country. Coal and wood smoke are gone (in fact when Your Editor lived in Boston it was against the law even to use a wood fireplace in an old apartment), electricity has replaced the gas lights and the streets are free of horse apples. And, as controversial as it is, the Big Dig succeeded in causing both noise and exhaust fumes to "disappear" underground, creating more green space by the waterfront.

Anderson, being a journalist, had a natural slant toward communications. He mentions two forms of communication, one new and one that must have seemed like science fiction in 1900. The pneumatic tube, which we 21<sup>st</sup> century folks are all familiar with as it shoots the cartridge from our vehicle into the bank at the drive-thru, had in 1897 been installed in many cities across the country, including Boston, to move mail from post office to post office. Anderson surmised that advances in this tube system would allow every home to have one. He called it the "electro-pneumatic switchboard" in which "at the touch of a button" one could have newspapers and food delivered instantly. And one could sit home and "receive the minister's sermon or the latest opera at the new Symphony Hall" (the Boston Symphony Hall opened its doors for the first time just two month prior to this article on October 15, 1900). Anderson also envisions the pneumatic tube allowing folks to order and receive merchandise from any department store. In actuality, the pneumatic post only lasted a few years, ceasing operation due to mail constantly getting stuck and damaged in the pipeline.

continued on page 38 ...

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**New Members:**

Nicholas G. Capano  
Richard Robinson  
Stratham, NH – 1987 911

Wayne Elliot  
Andrew Elliot  
Bedford, NH – 2006 Cayman S

Michael A. Holt  
Warner, NH – 1987 944T

Ulrike Mueller  
Boston, MA – 2006 Boxster

Jean-Paul Rabbath  
Concord, NH – 2009 911 Turbo

Neil J. Schelly  
Merrimack, NH – 1988 Carrera

John T. Schiffman  
Lebanon, NH – 1999 911

Emily Young  
Penn Young  
Sherborn, MA – 1978 911

**Member Anniversaries:**

**1 Year:**

Gareth J. Peters  
Gretchen Peters  
Ashland, NH – 2004 Boxster S

Logan H. Robertson  
Queensbury, NY – 2005 997

**2 Years:**

James Bullivant  
Keri Bullivant  
Jericho, VT – 1974 911

Michael A. Gratton  
Biff Shirley Gratton  
Hampton, NH – 1993 911C2

Matthew J. Humora  
Pittsfield, VT – 2008 Cayman S

**5 Years:**

Grant J. Guilbeault  
Scottsdale, AZ – 1995 993

Robert W. Kelliher  
Zoe Kelliher  
East Freetown, MA – 2007 997

Christopher Root  
Nashua, NH – 1997 Boxster

**10 Years:**

Jason M. Hildebeitel  
Patricia K Hildebeitel  
Milton, VT – 1989 944S2 / 1981 924T

Tom O'Dowd  
Mary O'dowd  
Wolfeboro, NH – 1990 C4

William Taranovich  
Teeny Sherman  
Concord, NH – 2000 911

**15 Years:**

W. Patrick Hughes  
Carole Hughes  
Stratham, NH – 1990 911C2

**25 Years:**

William A. Barker  
Susan K. Barker  
Dublin, NH – 1968 912 / 1963 356

George J. Louzek  
Janis Louzek  
Hollis, NH – 1982 911SC / 1969 911 /  
1959 356A

Please notify the membership chair: [membership@ncr-pca.org](mailto:membership@ncr-pca.org) if you have changed your address.



Matt Romanowski

## WIDE OPEN

... the Typ 356 Northeast guys were coming and rumored to be bringing a number of 356s ...

The last month has been good for Xana and I crashing other regions' events. We started by heading out to the Kittredge Car Collection near Springfield, MA with Northeast Region and then finished off with a great dinner in Jackson, NH with the Hudson-Champlain Region. The two events required stealing Judy Hendrickson's 914-6 (as previously written about by Jay), visiting family, making new friends and discussing a host of ghosts that live in the Eagle Mountain House. I'm probably getting ahead of myself so I should start from the beginning.

Judy told Xana and I about NER's trip to the Kittredge Collection a couple of weeks before they were headed out. To make the trip even a little more fun, the Typ 356 Northeast guys were coming and rumored to be bringing a number of 356s. That was enough to seal me into the trip! Meeting Judy early in the morning, Xana and I hopped in the Six and followed Judy, who was driving her 356 Cab, down to the Johnny Appleseed rest area on Route 2. From there we caravanned with about 50 of our favorite fellow PCA members through a great set of roads. Thanks go to Charlie Dow, who can often be found at NCR rallies, for putting together a fantastic drive. Arriving at Mike Kittredge's estate, we were treated to a first class lunch, the story of him starting and selling Yankee Candle, then a tour of his great car collection.

Filled with everything from an MG, an Austin Healey, multiple Rolls Royces, a Lamborghini, a few Ferraris, multiple Bentley's, a Morgan +4, +8 and two Aero 8s, Jaguars, Mercedes, Aston Martin, and of course, Porsches. Lots of Porsches. Like 30 or more Porsches. And pretty cool ones too. He had back to a 54 356 Coupe (which had bumpers painted different colors than the body) and all the way up to the newest water cooled cars, including a Carrera GT. He was even working on ordering a custom color 991, though he's having trouble getting the factory to go along with his plans.

Following the viewing of his car collection, we headed over to his newest business venture, Kringle Candle. Now, it wasn't nearly as exciting to me as it was Xana, but Kringle Candle offers scented, décor neutral candles in all varieties. Smells from outdoor summer night to a line of kitchen scents like basil and paprika are available. He's also opening a store full of Christmas decorations and children's toys (some of which were very high quality) next to his new restaurant. He was aiming for a destination store and he has certainly achieved it.

Our next event was crashing in with the folks from Hudson-Champlain Region. Their President, Aaron Ambrosino, had talked to Jay and me about good roads around New Hampshire along with a place to stay near North Conway. Since Xana is from that area, we had suggested the Eagle Mountain House and a drive across the Kanc. They took our suggestions and Xana and I met up with them for dinner. It was a great dinner with new friends. Luckily at the end of the night, we headed back to my in-laws house for some rest while the folks from HCP headed up to their rooms in the "haunted" hotel. I'm sure a few folks missed some sleep after my exaggerated (read made up) tales of ghosts and local folk lore. We were sad we couldn't meet up with them in the morning and go along for their tour down to and through the Castle in the Clouds, but it was the same day the water skiing dock came out and the sailboat was moved to dry land.

That starts another tale about the end of summer, the beginning of late autumn, and the start of working on our winter tech sessions. But that's a story for next month.





## Mark Watson **MY SPIN ON THINGS**

... Toni pulled together a fantastic, standing room only track dinner ...

I am sad to write that our 2011 DE season has come to an end. Our final event was held at New Hampshire Motor Speedway on 11 and 12 October. I want to thank everyone who made an offering to the weather gods requesting good weather for the event. We had two great days with temperatures in the high 60's, no rain and not much wind. The track was in great shape, the flaggers did a great job, Matt held several classroom sessions, Steve conducted a track walk, the pig roast was fantastic and our participation was the highest for the entire season. It was a great way to end the season and plant the 'I need to get more track time' seed for the 2012 season.

Toni pulled together a fantastic, standing room only track dinner at the Loudon Country Club. There was an air of excitement regarding the dinner and I don't think anyone walked away disappointed or hungry. Thanks to Toni for taking our track dinner to a new level. She has agreed to continue in this capacity for 2012 so look for more innovative things next season!

I am also sad to report that this was Steve Gratton's final event as our Chief Instructor. In his five years of service to the NCR DE program, we have seen an increased focus on safety, education and a renewed instructor development program. Steve did a great job strengthening our interaction with the North East Region and as those of you who instruct know, he was not shy about rounding up instructors to make sure we were able to support the green and yellow students. The position of Chief Instructor requires a tremendous effort and a willingness to work to make each event better than the previous one. From all of us on the DE Committee we thank Steve for his service and for making the NCR DE program one of the best in the country.

FYI- The word on the street is that Steve is 'retiring' his car from the track but he has received an offer to drive with another team. I don't think Steve will be able to use 'the rolling chicane' argument in 2012!!

As sad as I am to see Steve retire, I am equally excited to welcome John Dunkle to the DE Team as NCR's Chief Instructor. Judy Hendrickson will be working with John to share some of the workload. I hope Steve has been 'kind' to John over the past few years as roles are now reversed.....

Over the winter, we are going to be working on updating and enhancing some of the information on the DE webpage. For

example, at the last event we received some feedback that an article on 'what to expect' at your first NHMS DE event would be helpful. If you have any ideas or suggestions, please send me a note (or better yet an article!!) at [de@ncr-pca.org](mailto:de@ncr-pca.org).

I do not have any information regarding our 2012 DE schedule at this time. Although it was fun to be first on the track for the 2011 NHMS driving season, it was a bit early any many of you were not able to get your cars out of storage and prepared for the season. We are working with NHMS to secure better dates for the upcoming season and as soon as we get final commitments, I'll post them in the Northlander.

Don't forget to attend NCR's Annual Banquet on November 5<sup>th</sup>. It is a great time and a good way to learn about some of the other activities available to you as a member of North Country Region.

From all of us on the NCR 2011 DE Committee, **THANK YOU** for your participation and for your help in making 2011 a great DE season. Please Stay Safe until we see you at the track!

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 Toni Surdam, Hospitality  
 Mark Watson, DE Chair



## Judy Hendrickson **LOOKING BACK**

... It was great to have our Zone 1 Rep, Jennifer Webb, and her husband Scott join us for the fun ...

There was no *Northlander* for November 1981, but there was a November/December 1991 and November 2001 issue. 2001 was jam packed with member articles about recent events in the region – Car Control Clinic, Lime Rock DE, and a car show at the Red Hook Brewery for TOYS FOR TOTS. From the cover photo the Marines were there in full force Hum-Vee and all. It also featured what I believe was Matt Romanowski's Green 914 before his paint job as it was still sporting the black Porsche side stripes. Matt had a knack for coordinating the *Northlander* banner color with the dominant color of the cover photo. But for reprint I selected the article from November/December 1991 by Sandy Osborne about the Fall Foliage Rally as it brought to mind this year's Foliage Rally – once again threatened by poor weather, but for those who came out rewarding them with a rain free rally even if the journey to and from the start/finish might have been marred by a little wet weather. Jim & Deb Gratton along with Ed and Nancy Broadhead treated us to some great back roads all around Lake Sunapee with gorgeous views of landscapes and "summer" homes. I think we may have even passed by that Steve Tyler's place, but I'm not sure, I was too busy looking for pillars of stone with a single stone on top. Grammie Gratton and I had a great time in the "Porsche" Frontier pickup. But alas, I did not bring her luck – no trophy for Grammie this year, but son Steve Gratton held up the family tradition and he or Ann should be writing an article about all the adventures. It was great to have our Zone 1 Rep, Jennifer Webb, and her husband Scott join us for the fun.



**From Volume XIV, Number 6, November/December 1991**

### **FOG FAILS TO FOIL FALL FOLIAGE FANATICS**

**By Sandy Osborne**

To those NCR members, new and not-so-new, (plus one NER couple!) who were loyal (or crazy) enough to leave the warmth of hearth and home on that very wet Sunday morning of October 6th, THANK YOU for coming!

We had a wonderful trip over the less-traveled roads of our beautiful home state. The streams and waterfalls were gushing over and the brilliant hues of autumn made for a spectacular day of leaf-peeping in the mountains. We joined up again at the road ramble's end for a hearty lunch and laughter at the cozy Hilltop Inn in Sugar Hill, just up the road from Cannon Mountain.

The low-key rally was a marvelous ride with simple directions and a page of questions about sights along the route thrown in for fun. Doug and Judy Hendrickson took 3<sup>rd</sup> place, Phyllis Stibler and Jim Lee took 2<sup>nd</sup>, and Don and I somehow eked out a 1<sup>st</sup>.

Part of the 1st place "prize" was the dubious honor of writing an article on the rally for *Northlander*. I still think everyone was miffed that we drove it in the Bimmer.

Oh well....here goes...with apologies for fractured verse and stretching poetic license to the extreme...

[Ed. note see next page]



*Pillars with a stone on top ... clues in the 2011 Fall Rally. Photographs by Nancy Broadhead.*

## ODE TO THE ROAD

With one eye half-opened, the other half-closed,  
I look out on the new day while still in repose.  
So dismal and foggy, the sky gray and murky,  
It's clear at the outset, this day is a TURKEY!!

Yet encumbered with guilt from past promises made  
To one named Steve Gratton, Don pulls up the shade!  
Resolute in intention to show up for this rally,  
By Hooksett or Crooksett, we'll be there for the tally.

With the state of the weather, we make the decision -  
Show up in the Bimmer and risk ostracism!  
The fog may start lifting, but rain's the prediction.  
Can't gamble with rust on the three-fifty-sixen!

Straight out 10 1 while bemoaning the downpour,  
We head for the meeting place, State Liquor Store.  
We fly through the tollbooth on I-93.  
Through the hard, driving rain, what IS that I see?

A Porsche, alone, in the lot past the toll -  
They're in the wrong spot, but ready to roll.  
It's Jim Gratton and Deb, who should have connections.  
Now how in the world did they not get directions?

So we stop, just to "clue" them, then off we all run  
To the planned starting place of this wet autumn fun.  
Sign the waiver for Phyllis, get instructions from Steve,  
Peruse all the questions, 15 cars take their leave.

We're off on a journey of a hundred-plus miles  
With scenery and sights that will soon evoke smiles.  
The foliage is brilliant 'gainst the gray of the sky.  
The roads, tailor-made, for these Porsches to fly.

Through Boscawen, Andover, through Grafton  
and Canaan,  
The ride is so gorgeous, who cares that it's rainin'?  
Hunting "Black Iris" and the length of a fair,  
Twin "Bunyan's" and "Re-Stores"- well .. you had to  
be there..

And three hours later, rally questions aside,  
We concur - IT WAS WORTH GETTING UP FOR THIS RIDE!  
Leaf-peeping spawns hunger, so, justly deserved  
Was the bountiful lunch that the Hilltop Inn served.

At the end of our luncheon, the quizzes we scored.  
Precise answers to questions could not be ignored.  
Yours truly, and mate, had a total surprise  
When we beat Lee and Stibler by the years of the pies.

If that last line does stump you and disquiet your head,  
Maybe next time you'll JOIN US and not stay in BED!  
For the sights will enrich you; the food, it will fatten.  
At the end, you'll be glad you did RALLY AU GRATTON!

Our thanks to Steve Gratton and his support group -- we had  
a wonderful day!



# 2011 Lakes & Landscapes Fall Rally

Story by Ann Gratton, Photographs by Ivy Cowles

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We had not seen the sun for some time and this gray and damp Saturday morning was more of the same. Steve had warned me that we could not even think of missing this event...especially since the start line was less than 3 miles from our home in Warner, NH.

The night before my husband was out in the barn cleaning up the old '77 911 Carrera. It still had the numbers on the windows from his last DE event. I have not ridden in this car this year...why would I want to go anywhere in that car since he put in those silly, skinny racing seats and that hard as rock ride is just ridiculous...but he says it's "perfect" now. I can't tell you how much I was dreading a 100 mile trip in this thing. Fortunately, something about R-compound tires and the rain required us to leave the 911 in the barn. Hooray!

So off we head to the local McDonald's in my practical MINI. Twenty brave couples arrived...most with comfortable

and beautiful Porsches. It was fun to see some of our old friends and meet some new members. We also met our new Zone 1 Rep Jennifer Webb and her husband Scott from Upper Canada. It was also great to talk with Sean Reilly; his father bought my apple green 356 Coupe years ago and is enjoying it and his retirement in the northern most tip of NH. I still have not forgiven Steve for selling that car, I loved it dearly.

Jim and Deb Gratton and Edgar and Nancy Broadhead had worked very hard putting this Lake Sunapee region gimmick Rally together. Few people understand the time and miles rallymasters must travel to make sure the route, mileage, and gimmick questions are all in order. They did a great job.

The drivers meeting set the stage and directions along with the gimmick questions were handed out. The rally was going to be about 90 miles long and would take

approximately 3 hours to complete. There was quite a discussion about "tie-breakers" questions and stone piles or poles, I didn't catch much of that info.

The goal is simple, follow the directions exactly as written and find the answers to all 30 questions along the way. At quick glance, I see we have 65 directions to follow. Maybe this won't be so simple after all. Steve takes the directions and I handle the questions. The trouble is Steve thinks this is a race and slow is just not in his DNA. Finding answers to clever questions like "Where was the Pillsbury Dough Boy born?" and "Is this where unruly children swim" can be challenging as we storm through the countryside. At the same time we needed to be counting how many times we passed under Route 89 and keep track of how many stone columns and churches we pass. This is not a relaxing adventure, that is for sure. The Rallymasters must have found every single lake or pond in this area for us to go around. By the end we had mostly stayed on course, we never slowed down and we guessed at some of the answers. The finish line was at the Flying Goose Brew Pub in New London.

The Hanna's and their 2 boys arrived in a beautiful Blue 911 C4, then a couple of Chris's from Wolfeboro pulled in with their '70 silver 911, finishing first place for the novice group. I saw Hank and Ivy in their Red RS America followed by the Webb's 944 Turbo. A couple of Bobs, (Bob Britton and Bob Vigneault) in an early 928 counted the most stone pillars, over 40! Steve and I were shocked to find that we had finished first, with Phil and Debra Steward close behind in their Boxster.

This was a fun day with great roads and super people. I am hoping that the old 911 will be more user friendly by next rally season! Thanks Jim, Deb, Edgar and Nancy for all the time and effort it took to pull this off.

*From the top:*

*Ivy bags a beautiful shot.*

*Rain or shine: Ed is ready.*

*Steve and Ann Gratton, all smiles.*

*Jennifer and Scott Webb. Canadians, eh :-).*



# Cover Story

Story and Photographs by David Churcher

---



*Northlander* covers are often planned but sometimes are a last minute surprise. Some are a bit of a mystery. Our editors were thrilled at the amount of interest and questions generated by the October cover.

What was that artistic cover? It was the head rest and engine cover of an artistically painted racing car Mark Watson photographed at The Glen.

This month we had choices. The editors' campaign to get more contributions from our talented members worked. Ivy, Toni, and Kevin sent us some super shots from the Fall Rally and NHMS. This issue of *Northlander* is planned (as I write) to have extra color pages ... so we can show off these photographs in a suitable style.

But these NHMS shots did not make the cover? No. You see ... every October Ivy, Hank, Tracey, and my D3 go on a hunt for a fall theme. Pumpkins, gourds, leaves ... with the plan of having some fun and getting a fall cover shot.

This year the leaves were a bit poor. Spots scouted out in Durham and Dover failed to pass the test. Tracey had noticed the Newfields Store on her way home and noted their display

of Mums and pumpkins. Plan A was set. For a Plan B we had selected two farm stands we had used in previous years and we will run a few shots here taken again at Dennis' *Laughing Crow* stand in Newfields.

Over the years of being a photographer I have learned it is usually easier to say sorry (if need be) than ask permission. This is not intended to be rude. It is just a fact that if I ask permission I usually get more participation than I want. Better to shoot first, get permission later, and then enjoy any participation. At both of our Newfields shoots the owners of the establishments joined us after the initial shooting and they were most gracious to this grumpy photography and his friends. :-)

The car? Oh, that's Hank's n Ivy's "Squeeze" ... brought out of storage, washed up, polished and vacuumed ... just for the shoot. Which brings up a question ... how many NCR members does it take to push a 911 into a position or to start it with a failing battery? It takes one male to steer the car, one to hold the camera, and two ladies to push the 911. But, sorry, can't publish that pic in *Northlander*.





*Getting ready for a photo shoot requires more than just cleaning the camera lens. A Porsche requires some dedicated effort to prepare.*

*Hank arrived early on Sunday morning and began the task of cleaning while the ladies and the photographer sipped coffee.*

*But, oh .... look ... he only has one bucket! Tut tut!!*

# 2011 Fall Get -A -Way & Saratoga Museum Visit

Story and Photographs by Ivy Cowles

---



The trip was fun and the arrival was great. Ivy captures Jack in a mood of anticipated fun and social activity.

On page 19: Ivy captured the parking lot activity, the dinner, and the desert.

Look for more photographs and stories in *Northlander* December issue.





A horse of a different color stands at the entrance to the museum in Saratoga.

Porsches ... a 904, 906, and a 356B





# DE Season's End at NHMS

**Story by Toni Surdam, Photographs by Mark Watson, Toni Surdam, and Kevin Bobbitt.**

See pages 23, 24, 25, 28 & 29

A spectacular sunrise awakened the first day of "Spring is a Long Time Coming". Through the two days of the event, that riot of color flowed into the Autumn drapery of the surrounding landscape and the vibrant cars on the track.

The turn out was huge given the threat that the Driving Season was about to end in this neck of the woods. The familiar faces of the drivers we know well were interspersed with many, welcome new faces.. first timers at NHMS. All were bound by the passion for the cars and the comradery of the North Country Region.

We said hello to the newcomers and farewell and THANK YOU to Steve Gratton who is stepping down this year as Chief Instructor. He has been a star! The event was safe and smooth thanks to the drivers and dedicated organizers.

Ninety of us dined on Roast Pig and celebrated with friends on Tuesday night. We slept well, no doubt, and were back at the track for more in the morning. Can't get enough seat time !

We'll do what we do during the Winter. We'll shovel and ski and shovel some more. And we'll work under the hood and get ready for next season. Spring can't come soon enough.



Photographs on this page by Mark Watson.

Brian Arenstam checks the torquing of lug nuts.

This young enthusiast has been to Rimini Raceway. Perhaps he took time to enjoy Rimini too ... a wonderful city to visit.

NCR celebrates the season's end at a party organized by Toni Surdam.









*Photographs on pages 24 and 25 by Toni Surdham. These photographs show it is not just the cars. NCR has some good looking people too.*







Photo by David Churcher at the cover shoot October 2011





*Photographs on pages 28 and 29 are by Kevin Bobbitt ... taken at the NHMS DE season's end event.*

# RENNSPORT REUNION IV

Photographs and story  
by David Churcher



Rennsport V will be hard pressed to upstage Rennsport IV. That is to suppose there will be another in the series. I have been lucky enough to attend the first and third events in this series and the incremental wow factor of each was something wonderful. The fourth event had an exponential increase in wow factor. What can they do better? That will be tough...the Laguna Seca site will be hard to top, accommodating 60,000 ticket holders will be a task, finding more Porsches will be tough. But, you know ... excellence is expected.

Part of the fun of an event such as Rennsport is to meet up with old colleagues and to see famous and admired Porsche people. So who did I bump into? Friday morning as I arrived at the Porsche center heading for the 918 as fast as I could go I saw a familiar face ... we exchanged smiles and a handshake ... Manny Alban, our PCA prez ... while sitting at the Silverstone Pub enjoying a craft beer a lady carrying two beers asked if she could join us at our table. I said she could but only if she was a Porsche enthusiast. She said she was. Our conversation continued and we learned we both were editors. Sylvia is co-editor of *ESSES* ... the early 911s registry. Later while meandering through the pits looking for photo ops and hoping to see Norbert Singer or Vic Elford (I did not see either of them) I heard the PA system broadcasting an interview with Derek Bell. Prescott Kelly had the mic and the interview was casual and friendly ... and suddenly there they were just a few paces away. So I stopped and took a few pics, of course, and while doing so a golf buggy came up and the gentleman driving asked Derek Bell in a very British accent why he was blocking traffic ... it was Ross Brawn.

Derek Bell was relating the story of Steve McQueen taking his son Chad around Le Mans in a 917 and, he said, planned to take his son around Laguna Seca later in the day in a 917. Chad McQueen was there ... he must have heard this ... and had a sentimental moment.

When I left the pits, heading back to the biergarten, I noticed a lady I had met a week earlier at a movie night in NH. It was Jennifer Webb, our Zone One rep, and Scott came along a few moments later. We three were clearly thrilled by the event around us.

I think most Porsche enthusiasts are also camera nuts. I don't think I have seen so many Nikons and Canons in one spot ... ever. While I was looking over my collection of shots the PA was conducting an interview with an editor/photographer from *Excellence* and he noted how many shots he had taken. The enthusiasm was clear. I understood. I was the same. Late in the day I checked my email and found *Porsche Enthusiast* was there ... already ... with a collection of photographs. Great shots and some of the shots were scenes which had also taken my fancy. But the best shots? Ah ... the Cork Screw. What a great spot this is for a photographer. I do believe the designer of Laguna Seca not only considered the drivers, he thought about the photographers too. On that note I must comment that this track is wonderful in the same way Nurburgring is. It is long, it is scenic, it has large elevation changes, and provides wonderful ops for photographers.

I have to say (write) more about the Cork Screw. This is a spectacular spot. This is the top of the Nurburgring. This is the Porsche Chicane at Le Mans. This is excellent. Late in the day it has long shadows and early in the morning it has fog. It has a charm of its own. And, if you were there late on Saturday you would have noticed a particular charm. A young lady dressed in tight slacks, loose shirt, four inch ear rings, and six inch heels, on the arm of a young man with a Porsche shirt, caught the attention of several photographers.

While taking a shuttle down from the Cork Screw a fellow passenger related how thrilled she was to find a "super fish restaurant" called The Fish House. We called that night only to be told it was booked up. So it had to be good. We headed in to Cannery Row that night, and on to Fishermans' Wharf, where we had a pretty poor meal. It's not Steinbeck any more. It's a tourist mill. Not worth the trouble. But The Fish House had a table for us the next night and the two or three Porsches in the lot indicated to me it was going to be good. It was. Our other excellent meal was at The 1833 House. We celebrated the birthdays of Helmi and Ray at this excellent restaurant which is off the beaten track and away from the tourists. How did we find it? Helmi and Christine were out and about while Ray and I were at Rennsport. They found an excellent French pastry shop and while there asked for a recommendation on where to celebrate birthdays. These two ingenious ladies also found an excellent brunch spot in Carmel by the same sort of process.

Ray and Christine had a room at the Hyatt which they found on Priceline. Same price as the pit Helmi and I were in just a mile away. Saturday morning Ray told me there was a lot of Porsches in the parking lot opposite his room and the gang there was having a blast until the sun went down. Saturday night we were sitting on the deck at Happy Hour with our Green Flash beers and sure enough the Porsches rolled in and the fun began. There had to be a photo op in that parking lot. We wandered over. It was RGRUPPE with their pre 1973 modified 911 cars. A very happy bunch of Porscheophiles and a beautiful bunch of 911s.

By 5pm Saturday I had 2416 photos on my camera, my feet were killing me and to do something other than Porsches with my friends was necessary. So I passed on the Sunday event and decided to take some "closing" photos as I left the track. Perhaps a Porsche going over the hill would imply a great weekend and "close."

Part of the pleasure of this trip and the nostalgia attached was to be able to relive the first few weeks I had in the USA after arriving by ship from Australia. In 1964 I travelled with three friends from California: Helen, Joyce and Claudia. They took me to Yosemite and Monterey, Carmel and the 17 Mile Drive. So, on Sunday, as we drove around and visited those beautiful spots again I was back in 1964 for a while. As we approached our hotel the football game on the car radio was interrupted for a news flash. There had been a bad crash at the IRL race in Las Vegas. To interrupt a football game meant, to me, this was not good. Helmi had her iPhone so I asked her to Google on Dan Wheldon. Within seconds she had the text spelling out the tragedy and seconds later the iPhone had the video. So I was "transported" again back to 1964 when I was at the Indy 500 and witnessed that awful crash which took the lives of Eddie Sachs and Dave McDonald. Our sport is a very unforgiving one. But I must ask: what kind of fool, or committee of fools, is it that places 34 cars at over 200mph on a 1.5 mile oval?

Heading back to San Diego on Monday we saw several Porsches going south on 101 and when we pulled in to a rest stop a '68 911 pulled in next to us. A conversation started up and the enthusiasm flowed. Ah yes ... we all look forward to Rennsport V.

**Photographs from Rennsport Reunion IV on the following pages.**



A few of the 2416 photographs taken over two days ...

Page 32 CW from top left: Does he always wear that shirt and hat at the track? Yes. Editor with Helmi and Christine. The wonderful 918. The mighty 917 in the fog Saturday morning. Carrera Spyder takes a short cut. An original 904.

Page 33 CW from top left: A center steer RSK. A line up of Porsche's best. Another RSK ... worth about \$1.5 million. A "closing" photo as we left the track Saturday evening. A pretty girl loves a Porsche ... Helmi inspects the RGRUPPE cars. Prescott Kelly interviews Derek Bell.







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BTW



356 B 1600 GS Carrera GTL Abarth, 1960 Photo from Porsche Museum.  
Also seen at Rennsport Reunion IV

# The Porsche Museum

The Porsche Museum is not just a collection of old cars. It is a moving exhibit with new material and a wonderful book shop. It is also the Porsche archive of all the old photographs. Porsche lives here.

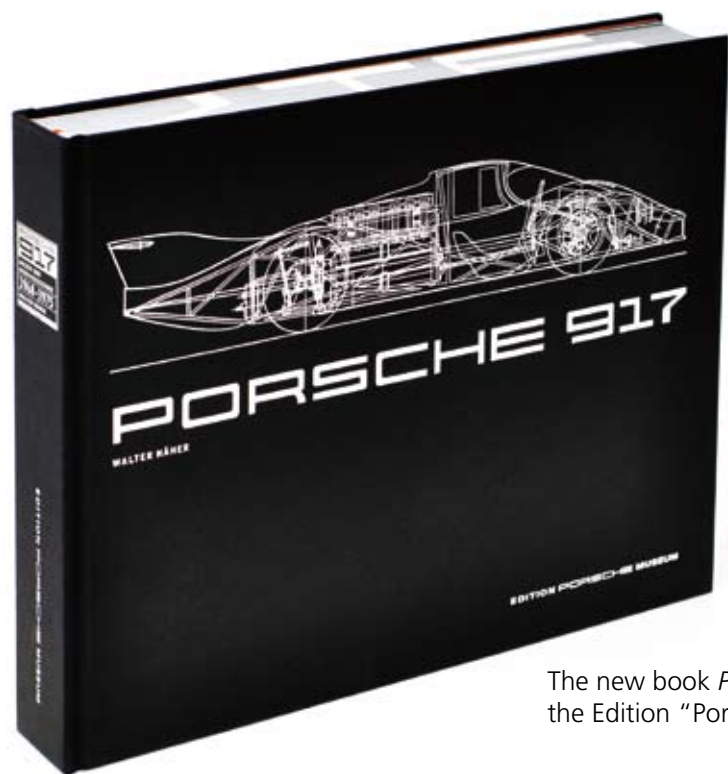
In this modern day (!) we head off to the track with our Canons and Nikons .. and come back with "perfect" digital images. But we also wish for the old days and the "look" .. so, we buy "plug ins" for our Photoshop and "duplicate" what we used to do in the dark room. Well, we old folks do.

Here we have an "old" shot from Porsche. I would guess it is Tri-X, 35mm, pushed one stop.



1969 Targa Florio, Porsche Type 908/02 Spyder. Photo by Porsche.

# Thinking about gifts? Porsche can help!



The new book *Porsche 917 - Archiv und Werkverzeichnis* of the Edition "Porsche-Museum".



In memory of the race driver Umberto Maglioli, the museum shop is offering the 2006 Sicilian red wine "Nero d'Avola".

**President ... continued from page 6**

On the other hand I am very excited to see our new Chief Instructor, a Mr. John Dunkle, and his lovely assistant a Mrs. Judy Hendrickson take over. They have Steve's large shoes to fill, but I am sure they are up for the job. Actually, now that I think of it, I am glad my Uncle Steve is done as Chief Instructor. Now he can't give me two or three students anymore when everyone else has one. Oh the price of being related to him! So don't even think about it John, I need a break too! Until next month, drive safely.



**Editor ... continued from page 7**

However, it may be safe to say that the "electro-pneumatic switchboard" is today's Internet.

The other communication Anderson talks about is the telephone. The telegraph had been around for thirty years before the telephone was invented in 1876. But Anderson felt that "wireless telegraphy" would be the next advance in communication and would render the telephone obsolete. Wireless telegraphy was basically radio waves and in 1900 was used only privately by ships to communicate wirelessly with the land. It would evolve rapidly into the radios, television broadcasts and cordless/cell phones used today. But as close as he was at nailing this new technology he couldn't quite realize how far it would reach when he states that it will allow everyone to communicate "with any city or town in the land."

He goes on at length to cover economics and financial issues in which he says "the underlying principle of the utilization of credit rather than of actual money will continue to be a fixed one in business matters." It seems eerie that he would say this as it's so true. Too bad he didn't state it as a warning rather than simply a matter of fact, maybe we wouldn't be in such a financial crisis 100 years later.

Another important premonition involved women. In 1900 women stayed mostly in the home once they married and if they didn't marry young, most became grade school teachers. Anderson must have deduced that, based on other countries starting to allow women suffrage at that time, "women will have taken a much more important position in the business and political life than they hold today."

The article makes predictions about sports, leisure time and higher education, many being fairly accurate. It would be interesting to know if anyone in 2000 published predictions for life in the year 2100. Unfortunately, it's highly unlikely anyone reading it then will be around to see how closely it foretold the 21<sup>st</sup> century.



BTW



**Teach and learn ...**

Blair says thanks to all instructors and drivers for a successful DE season.

BTW



Pebble Beach, Monterey, California as the photographer saw it and as the artist friend saw it ...

The quotation below might help explain:

*art is the product or process of deliberately arranging items (often with symbolic significance) in a way that influences and affects one or more of the senses, emotions, and intellect. It encompasses a diverse range of human activities, creations, and modes of expression, including music, literature, film, photography, sculpture, and paintings. The meaning of art is explored in a branch of philosophy known as aesthetics, whereas disciplines such as anthropology, sociology and psychology analyze its relationship with humans and generations.*

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**Nineteen important artists from Uruguay and Argentina, including for example Pablo Atchugarry, Daniela Boo, Rogelio Polesello and Jorge Ferreyra Basso, lent Porsche bonnets [hoods, in USA speak] their very own signature.**



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**More Toys** - 1984 chassis 935 replica, white with Martini (what else?) livery. Lightweight ARE fiberglass bodypanels with full adjustable wing. 3.4L fuel injected engine dyno'd at 274 whp. Leakdown 4%,3%,4%,4%,3%,5%. Haltech engine management, new fuel cell, Recaro SPG's, RS fuel pumps. Two sets BBS 3-pc wheels, including mounted unused set of Goodyear R-085 radial rains. Contact Hank Cowles @ (603) 742-4000 or email bigcheese@consumerprofilesinc.com <mailto:bigcheese@consumerprofilesinc.com>. \$40,000.00 obo. Pictures and more details available upon request.

**More Toys** - 1978 Targa with Slantnose conversion, color yellow - known to many as 9ELOVIN - pictures and additional info available upon request. Contact Hank or Ivy Cowles @ (603) 742-4000 or email Leonard@ConsumerProfilesinc.com or bigcheese@consumerprofilesinc.com. \$11,400 or BRO

**SALE:\*** 1997 Porsche 993 twin turbo.. About last car made in series, 40 K miles, 4WD, 6-speed manual, and fast: 0 to 30 and to 60 mph in 1.3 and 3.7 sec (standard for this car). Guards red, cashmere tan leather factory sport seats, deviating black interior, aluminum dials. One owner, always garaged, driven street and autocross. EPE did maintenance and modifications (Porsche Motorsports drive train parts and complete suspension, but engine stock). Car handles very neutral much better than stock and drives smoothly on street. Included, are extra set of Fiske race wheels and autocross Hoosier A6 tires (nearly new). \$50,000 For details contact Charles Stromeyer, (978) 369-3575, Concord MA, cstromeyer@comcast.net

**SALE:\*** California car cover for a 968 . Light grey, plushweave. New \$40. Excellent condition. \$85.00 Joan 508-596-6347. Thekedygroupjmk@msn.com

**SALE:\*** Four 7x16 phone dial rims fit either 944/924S/928 (certain years) Very clean and recently refinished. Perfect for street or another set of DE/AX rims. \$300.00, 944 Rear Hatch with spoiler, perfect up grade for 924/924S. \$25.00, 931 (924 Turbo) front spoiler, white, lets more air in then stock 924 spoiler. \$40.00/OBO. Jay Gratton (603) 498-8576 or JEG914@AOL.COM

**SALE: \***1980 911 SC white / black leather. CA 91A0141868. \$18,500. Runs strong, street or track. 147K miles. SSI headers, short shift, turbo tie rods, strut brace, momo wheel. No AC. VG condition inside and out. Always maintained and garaged, no snow, no rust. georgelagos@comcast.net 603-913-4210

**SALE:\*** 1986 Porsche 911 Carrera Targa - sexy black on black - 123k miles - maintained by AutoWerks in Freeport, ME purchased from original family 2 years ago. This Porsche is not yet a show car - some small dings and "age spots" - \$12K. Call me for info at 207-847-3080 or e-mail jgreene6@maine.rr.com

**SALE:\*** 914 6cyl conversion package – 2.7L engine, complete with wiring and FI. Has had valve cover and fan upgrades. Include correct tach. Package also include most parts to do 914 conversion: new vellios aluminum oil tank, new correct flywheel, new bulkhead engine mount (allows engine to sit lower so you can use FI system), used headers \$3000 for all ...17" cup wheels - \$400 ...Silver boxer/996 center console - \$200 ... Gray and silver boxer/996 e brake handle - \$150 ... Gray and silver 6 speed boxer s/99 shift knob - \$75 ... Boxster S front bumper for normal boxer/996 upgrade (currently yellow but needs refinishing) - \$150 ... Boxster/996 CD changer - \$35 ... 944S/944S2/968 Nology hot wires (barely used) - \$100 ... 944 series short shifter – new - \$45 ...944 series pair of engine mounts – new - \$60 All parts are in Contoocook/Hopkinton, NH frank.sanford@us.army.mil

**SALE:\*** 2006 Chevy 1500 WT – Silver ext./Gray int., 60,500 miles, 6.5 ft bed, 4x4, 5 spd transmission, 6 cylinder (22-24 MPG), Rhino bed liner, dealer serviced w./ synthetic oil, 2 sets of wheels & tires (summer & winter), truck has always been garaged and babied, has never towed or plowed. \$10,000/OBO  
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## NEXT MONTH

The Banquet

More on the Vermont Get A Way and Saratoga Museum visit.

Our December and January issues are always in need of material. Do you have a story? Some photographs? A project? Please, before the holidays consume you think about sharing your experiences with *Northlander* and NCR.

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